## TO BE BUILT AT ONCE

THE INDIANA OIL FIELD TO HAVE ANOTHER RAILWAY.

Chicago, Union City & Cincinnati Company Organized-Proposed Direct Line to Fort Wayne.

At Union City last evening the Chicago, Union City & Cincinnati Rallroad Company was organized, and work will be begun at once to build the track from Union City northwest to Nappanee, Elkhart county, a distance of about eighty miles. The road bed to be occupied was graded fifteen years ago from Union City to Bluffion, a distance of thirty miles, and from there the road will be graded at once. The line will be a direct one through Portland, Bluffton, Huntington, South Whitney, Warsaw, connecting with the Baltimore & Ohlo company, which furnishes the equipments. The officers elected yesterday are as follows: President, J. C. Fawcett, Louisville, Ky .; secretary and treasurer, George W. Patchell, Union City; directors, W. W. Wisell, Bluffton; Captain J. Ross, Union City; Dr. Reuben McFarland, New Pittsburg; J. J. M. Lafollette, Portland; W. H. Slaughter, New York; R. P. Refenbent, Cincinnati, and the officers. The directors voted \$110,-00 to aid the enterprise, which will be conded to the New York Trust and Enrough the center of the Indiana oil field and penetrate a rich and unoccupied terri-

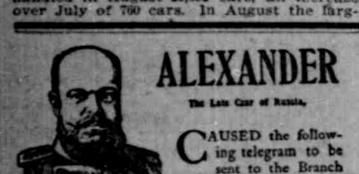
A Direct Fort Wayne Line Desired. A prominent business man of Fort Wayne writes the Journal to the effect that the citizens of that city are desirious of having a more direct line between Fort Wayne and Indianapolis and he asks that the Journal agitate the building of a link which will make a more direct line. The suggestions made are certainly worthy the attention of the Brice syndicate, owning the Lake Erie & Western. The writer argues that Fort Wayne is the third city in Indiana, has no continuous railroad connection with the capital city and surely & Western via Peru; second, over the ficials of the roads. and the Pennsylvania line via Richmond. e or Fisher's Station to Hartford City w. could be induced to construct this nk it would have a direct line from Inpolis to Fort Wayne. The length of link would be only forty miles. The ake Erie & Western, owning both ends. not have to expend anything for but for only the cost of track and the way stations between the fartford City. Indianapolis now has no inect railroad communication between it and Alexandria or Hartford City, both | Omaha to Chicago at \$6.50. portant, growing manufacturing towns ws: Present distances would be as fol-ws: Present distance via railroad from dianapolis to Fort Wayne, via L. E. & . to Peru, seventy-five miles; Peru to rt Wayne, fifty-six miles; total, 131 miles.
Four via Muncie fifty-four miles; Munto Fort Wayne, sixty-five miles; total, miles. If the designated link should be ilt the distance would be: Indianapolis ier's Station, fifteen miles; Fisher to artford City to Fort Wayne, forty-seven iles; total, 102 miles. The Richmond route too long to be considered. There would a saving of seventeen miles in distance. The Lake Erie & Western would receive the fare for its entire haul instead of having to divide nearly one-half with other roads, as it does now. No doubt Alexandria, Hartford City and intermediate points would give important local aid. At 3 cents per mile the fare would be \$3.06; the present rate is \$3.60. Fort Wayne would be within three hours of Indianapolis.

A Car Famine at Pittsburg. The iron dealers and manufacturers ron structural work at Pittsburg are hampered by a scarcity of cars. The Pittsburg Dispatch publishes a number of interviews with iron men, in which the railways are severely criticised. The matter has reached such a point that the Carnegie Empany is now preparing to build an imnense car manufactory in which to build and repair its own cars. The Pittsburg Dispatch says: "None allege that the railways their present facilities for handling the freight of the mills and furnaces. The cause of complaint lies in the fact that the railroads are attempting to handle an enormously profitable traffic with half as nany cars as are required to give satis-factory service. There is now about a mil-ion tons of iron ore in stock at the mines, over half of which has been sold for this eason's delivery. If there was any chance of getting this ore taken care of by the railroads it would nearly all be landed at the harbors on Lake Erie before ravigation closes this season. Half this amount will probably come down by the boats, and it to Pittsburg with their present facili-tes. If they had enough cars and suffit motive power this would be an easy natter. Iron workers say they ought to be king up with ore right now to provide king material after the lake naviga-closes for the summer, but there is not a mill or a furnace in the city that is getting ahead. The yards are bare of stock everywhere. We are all going along in a sort of hand-to-mouth fashion, and the man who captures a few cars of ore or fuel is regarded as a strategist."

ppers Will Protest. The freight lines of the Central Traffic ssociation were in session at Chicago resterday, but accomplished nothing of importance. The chief matter before the seeting yesterday was the question of weights at the stock yards in that city. Under the present system shippers' weights are adopted, and the manner in which they are handled gives rise to some dissatisfaction, as some of the shippers claim that the roads have favorite ustomers who are given better weights han they receive. It was proposed to le the matter in the same way that the Western roads look after the business, hich would take it entirely out of the ands of the shippers. The latter are very

Valley Road Sold for \$3,070,000. The Valley railroad was sold at Cleveand yesterday at public auction under an order issued by United States Judge Ricks. There was but one bidder-the Baltimore & Ohio Railroad Company-and the price realized was \$3,070,000, being \$570,000 more than the minimum figures set by the court. It is stated the road will be immediately incorporated under the laws of Ohio with a capital stock of about \$6,000,000. The only party interested in the sale, aside from the B. & O., is the Wheeling & Lake Erie, which has an agreement under the reorganization plan by which it gets traffic facilities which will enable it to g a large part of its lake business to

Personal, Local and General Notes. W. F. Wilson, general manager of the Shore fast freight line, has returned from his European trip. The Indiana Car Service Association handled in August 21,692 cars, an increase



tract to Sarskoje, Celo, by order of the Czar, Count von Schuwaloff."

Beware of imitations. The genuine Johann Onenn Ko race has this signature [37" TIMER & MENDELSON CO., Agents, New York. ASK FOR THE GENUINE

BOHANN HOFF'S MALT EXTRACT.

est amount of demurrage charges was col-lected in any one month in the history of

The Eastern trunk lines are still unable to agree as to what rates shall be made to the Atlanta exposition. The National Electric Headlight Com pany, of this city, has this week received orders for seven headlights. It is stated that the theatrical com-panies pay to the Pennsylvania lines, East Work of Securing a Jury Will Begin and West, fully \$500,000 annually. Traffic Manager Gray, of the Southern Pacific, has been granted one year's leave of absence and will shortly sail for Eu-

Contractor McGaffey is just completing three water tanks on the Indianapols, De-catur & Western of 50,000 gallons capac-D. Frederic Hurd, for many years with the Lake Shore at Chicago, has been ap-pointed agent of the Red Line fast freight

Earnings of the Chicago, Milwaukee & St. Paul for the first week in September were \$675,023, an increase of \$13,921 over the same week of last year.

E. H. Burch, formerly superintendent of terminals of the Louisville & Nashville, on Oct. 1, goes to the Great Northern as The passenger departments are now get-ting out their hunters' excursion rate sheets, and as a rule they name much the same rates as prevailed last year. The operators of the coal mines on the

Indianapolis & Vincennes are getting out about sixty car loads of coal a day, about two-thirds of their regular output. The proceedings of the Master Car Builders' Association at its recent annual meeting have been published in convenient

form and handsome cloth binding. The Schenectady locomotive works will deliver two of the big passenger engines it is building for the Vandalia line about Oct. 1, and the other two by the middle

On Sunday next the Cincinnati, Hamilton & Dayton will run a one-dollar round trip excursion to Cincinnati, from Indian-apolls, and the Monon a one-dollar round trip to Cedar lake.

The lines running east from Chicago are at loggerheads with the big packing com-panies at the Union stock yards over the amount of dressed meats and provisions that shall be loaded into a car. B. V. Chase, of the offices of the passen-ger department of the Wabash, has been offered and will probably accept the posi-tion of general agent of the Mobile & Ohio, vice Mr. Green, resigned.

Engineers of maintenance of way and roadmasters are urging their section foremen to put their tracks in the best posought to have such facilities. The present sible order preparatory to the coming Oclines are, first, the Wabash and Lake Erie | tober inspections by owners and higher of-

Lake Erie & Western and the Big Four | C. P. Huntington, president of the Southvia Muncie; third, over the G. R. & L. ern Pacific, says the report that the road guilty and entered a plea of guilty. The to into the names of a receiver is too absurd to dignify with a denial, the South-

By reference to any good map one will ern Pacific being one of the soundest corporations in this country. An official circular announces the resignation of Col. H. T. Haines as vice president of the Plant system. It is believed he will be made commissioner of the new Southern States Freight Association at the

meeting in New York on the 17th. There is trouble between the Northwestern lines. It is alleged that the Chicago & Rock Island and the Chicago, Milwaukee & St. Paul have been dealing with ticket scalpers at Omaha, making a deal by which scalpers could sell a ticket from

The Big Four lines, not including the Peoria & Eastern, earned in August \$1,-290,074.60, an increase over August, 1894, of \$73,997.38, and the business of September thus far justifies the belief that the earnings of this month will show even a larger increase this year than did August. The Richmond compound engine which some weeks ago was tested on the Big Four is making a good record on the Northwestern lines. On the Chicago & Northwestern it has been hauling nine cars

in several instances at the rate of fiftyfive miles an hour up quite heavy grades. The gross receipts of the Illinois Central from traffic for the month of July were \$1,508,656, an increase of \$296,538; the excess of receipts over operating expenses and taxes were \$177,808. The gross receipts for the month of August are estimated at \$1,602,259, the estimated increase over Au-

gust of last year being \$6,962. The annual meeting of stockholders of the Wabash railway was held in St. Louis yesterday. O. D. Ashley, of New York, and the board of directors of last year were re-elected, there being no opposition. A meeting of the new board of directors month at which two vice presidents and a tion of 1894. Ludwig had persuaded about secretary and treasurer will be elected. The Missouri Pacific has purchased 16,600 tons of steel rails, which is now going into its track at the rate of two miles a day. The company has also purchased ten of the best type of freight locomotives, which will be in service before the month closes, and Vice President Warner says the prospects for a successful business future have not been as bright for many years.

The new movement convention of Irish-Americans is to be held in Chicago Sept. 24-26, inclusive, and the lines of the Western Lines Passenger Association and of the Central Traffic Association have granted a fare of one and one-third on the certificate plan for delegates attending the convention. The fare will be one-third for the return trip and full fare for the ride to

Despite the understanding that the presdents' agreement was to go into effect Sept. 1, all contracts expiring Aug. 31, the Chicago Herald says it is within bounds to say that as great a proportion of the grain, dressed meats and other stock yard tonnage is now going at cut rates as at any time during the last year. Although a majority of the roads are maintaining tariff rates, much the greater tonnage goes at

"The Great Northern," says a local rail-"occupies a position of remarkable strength. To begin with, its total debt is less than \$28,000 per mile. It has no floating debt, and has the easiest grades and fewest curves of any of the transcontierated as a revenue earner than any of the transcontinental lines. Its roadbed is first-class and its equipment is not ex-

It is now seven years since the Pullman vestibule trains of the Monon and the Cincinnati, Hamilton & Dayton between Chicago and Cincinnati via Indianapolis were put in service, and despite all the improvements to passenger rolling stock in that time in railroad circles, these two trains are considered the handsomest in this country. They were the first solid vestibule trains, including baggage car, coaches, dining and parlor car the Pullman works built.

At the shops of the Pittsburg, Cincinnati, Chicago & St. Louis in Columbus, O., there are about 150 employes who come to their strongly opposed to the change, and the roads will be compelled to overcome a power of opposition if they make any change in the present method. Nothing definite was determined.

are about 150 employes who come to their work on bicycles, and, of course, this number of machines standing around in the way all day became quite a nuisance. The master mechanic has therefore built two "stables," one to hold twenty-five mamaster mechanic has therefore built two "stables," one to hold twenty-five machines and the other to hold sixty. These stables consist simply of light posts, with rafters along and against a tight board fence or building, and covered with some cheap form of roof. There is a tie from each post to the fence which forms the partition between the stalls. The walls are about two feet wide and six feet deep. Each stable is in charge of some office boy or other employe, who gives out checks to the owners of the machines, each stall being numbered.

> The Northern Pacific is making very extensive improvements to permanent way. and is to lay this year two hundred miles of new rails. In the Rocky mountain and Cascade divisions all the old high wood trestles are being replaced with steel struc-tures or filled solid. Two principal irestles, too high to be filled, are to be rebuilt with steel, and all the rest at the mountain summits will be filled. The material used in filling is removed and deposited in place by hydraulic jets and slutcing through lumes. Five long trestles have been thus filled, and since the work began some forty-two miles of trestles and timber bridges have been filled. The grades are also being cut down, and considerable other improvements have been made in Montana and Western sections. Permanent brick linings are being completed in all the tun-nels, and in place of timber are concrete and hard-burned brick. All the tunnels are

being lighted by electricity.

Injured in a Runaway. While Mrs. Jennie Black, of No. 403 Cornell avenue, was driving yesterday her horse became frightened, and, starting to run, overturned the cart in which she was riding when near the corner of Delaware and Michigan streets. Mrs. Black was thrown to the pavement and was unconscious for some time. She was carried to a drug store, and later removed to her home by

the city ambulance. Recent Immigrant Missing. It was reported to the police yesterday that John Hastel, age twenty-six, has been missing from his home since Sept. 8, and his friends are becoming uneasy. He recently here from Germany, and speaks but Re

TRIAL BEGINS TO-DAY

MOTION FOR CONTINUANCE OF BANK CASES OVERRULED.

This Morning-Both the Coffins in the City.

Judge Baker, of the United States Court, decided yesterday that the trial of Francis Coffin and Percival Coffin must begin at once. At 9 o'clock this morning the work of impaneling a jury will begin and with it will be ushered in the opening chapter of what promises to be a remarkably hard fought legal controversy. District Attorney Burke had returned

from Jeffersonville and was prepared to present the government's side of the case at the hearing yesterday morning. He objected strenuously to the continuance asked by the defense on account of the illness of witnesses Geo. B. Stoddard, of Chicago, and C. H. Tyler, of St. Louis. There is no assurance, he represented, that the witnesses will be better able to attend in a month or two months than at the present. His argument had a perceptible effect on the judge, who said:

"I will concede that the defense has a right to these witnesses. I am informed, however, that Mr. Tyler is suffering from makes such a declaration and holds out wreck at Ashtabula, O., and that Mr. Stoddard is affected with chronic diabetes. That being the case, I fall to see how they will be any more able to attend at a future date than now. Regarding the matter of depositions, agreements are often made in such cases, but the law, I believe, does not apply to United States courts. I shall nevertheless overrule the motion for a con-

Attorney Winter, for the defense, requested and obtained permission to file exceptions within twenty days.

THREE DISPOSED OF.

Members of the Gang of Bicycle Thieves Sent to the Penitentiary. The Worrell gang of bicycle thieves, arrested in a deserted factory loft, were yesterday before the court. Sutton, Worrell and Foust withdrew their pleas of not court took evidence as to the nature of the crime and the history of the defendants. some iron from the Monon railroad bridge near the fair grounds. Sutton testified that he had never before been arrested for crime. On this account Judge McCray sentenced Sutton to the penitentiary for three years, and Worrell and Foust for four years each. As the sentence was passed a peculiar smile showed that Worrell and Foust were surprised. This was due, it was learned, to their astonishment that they should have received a longer term than Sutton, when Sutton was the leader of the gang. Logan having determined to stand trial, Prosecuting Attorney Wiltsie asked the court, before sentence was passed, to allow Sutton, Worrell and Foust to be taken before the grand jury to testify as to their knowledge of the thieving and as to who was with them. Their testimony will be used in the trial of Logan, who asked for a jury. Judge McCray dwelt upon the fact of their being armed when found as much against their good

FAILED TO GET A LICENSE. County Commissioners Turn Down

the Oakland Saloon Keeper. The County Commissioners yesterday denied the application of Ludwig, the Lawrence township saloon keeper, for a liquor license at Oakland. The application was the first one in this county to be defeated The remonstrators presented a paper will be held in New York some time this lity of those who voted in the State elecsixty of the signers to withdraw their names, but the commissioners decided that this could not be permitted, and hence the remonstrance stood. The withdrawals, if allowed, would have been sufficient to defeat the remonstrance. The case is an important and interesting one, owing to its containing a ruling against withdrawals of names when once the petition is filed. There were ten remonstrances filed against saloon keepers, but this was the only one that was made to stick. Judge McCray yesterday released Albert Knickerbocker and William Myers, both boys, on a suspended sentence, they having pleaded guilty to burglary. They have before been in trouble, but the court, on account of their juvenile age, concluded to give them one more trial.

NEW CIRCUIT COURT RULE.

Answers Must Be True or May Be Stricken Out on Plaintiff's Motion. Judge Brown yesterday announced the following rule regulating pleadings in the

That in all actions founded upon any instrument in writing or upon an account and to which an answer has been or shall be filed, if it shall be shown to the court by affidavit of the plaintiff or other competent witness that such answer or any paragraph thereof is false or sham, the filing such answer or paragraph, requiring seems to have found courage to ask that him to file the affidavit of himself or other a chair and table might be allowed Mr. after, showing that such answer or paragraph is filed in good faith and not for delay, and that he has good reason to beterial part thereof, is true, and failing to file such affidavit in the time limited, such answer or paragraph shall, on motion of the plaintiff, be stricken out as false and sham, without the benefit of any exception to such ruling.

Minor Court Notes. Henry C. Jordan was yesterday admitted to the practice of law in Judge McCray's

Judge-elect Vinson Carter was on the bench of Room 2 yesterday in the absence of Judge Harvey. Lydia Ann Harper, in her suit for di vorce yesterday asks the court for allmony of \$2,000, averring that her husband has real estate worth \$4,500. Walter Claburn, who was indicted several years ago for petit larceny, yester-day filed a motion for a dismissal of the

THE COURT RECORD.

for three successive terms.

case, on the ground of failure to prosecute

Superior Court. Room 1-John L. McMaster, Judge. William Trieb vs. Citizens' Street-railroad Company; damages. Settled. Room 2-Vinson Carter, Judge pro tem. Florence Haines vs. Metropolitan Life In-surance Company; policy. Dismissed by

Edward Elckhoff vs. Kate M. Hughes e al.; mortgage. Dismissed by plaintiff. Home Brewing Company of Indianapolis vs. Jacob R. Williams; foreclosure. Finding and judgment for \$964.75. Adam J. Muller vs. William Aich; note. Judgment against defendant for \$607.92. Jesse C. Roach vs. Mary A. Glea-son et al.; mechanic's lien. Dismissed. Judgment against plaintiff for costs. Charles B. Fletcher vs. Andrew J. Bounsall: to quiet title. Cruse dismissed by Room 3-Pliny W. Barthelomew, Judge. Center Building and Loan Association vs. Joseph Speake et al.; bond and mortgage.

William Hayes vs. Mary Brown; street len. Finding for plaintiff for \$66.17 and Circuit Court.

Edgar A. Brown, Judge. A. Prange vs. Ann Hanley's estate. Claim allowed for \$5.62. Fred Prange vs. Ann Hanley's estate. Claim allowed for \$5.62. Indiana Bord Company vs. Herman Hemminger; street lien. Dismissed Criminal Court. Frank McCray, Judge.

State vs. William Jones; petit larceny. Finding of guilty and sentence of six weeks State vs. William Druly; grand larceny. Plea of guilty. Fine of \$10 and ten months State vs. Albert Knickerbacker and William Myers; grand larceny. Plea of guilty. Released on suspended sentence.
State vs. Walter Claburn; petit larceny.

Motion to dismiss for want of prosecution for three terms. State vs. Alvin Logan; burglary and grand larceny. Set for trial by jury. State vs. William Worrell, Henry Sutton and Warren Foust. Plea of not guilty withdrawn and plea of guilty entered. Evidence heard. Sentence of three years for Sutton and four years for Worrell and

New Suits Filed. John W. Cook vs. James Moriarity; re-Planity E. Painter vs. Jacob Painter; di-Horace Hayes vs. Belle Hayes; divorce. Lydia Ann Harper vs. William L. Harper; divorce and alimony. Cruelty. Archibald S. Runyan vs. Lorenzo D. Moody et al.; mechanie's lien.

Charles Vance vs. Jeremiah F. Schell; vendor's lien. Demand, \$2,300. H. T. Conde Implement Company vs. Jacob Rodacker et al.; note. Demand, \$326.06. Anheuser-Busch Company vs. William Aich; account. Demand, \$125.

GERMANY'S FRIENDSHIP. A Foreign Power Whose Good Will

It Is Policy to Cultivate.

George W. Smalley's Letter. "I think," said Prince Bismarck to the ferman-Americans who visited him Friedrichsruhe on Friday, "there will al-ways be friendship between your great Re-public of States and the German empire." There is a great deal of meaning for us Americans in that remark. It ought to set us thinking a little about our foreign policy. Prince Bismarck is admittedly the greatest master of foreign affairs, and the highest authority on international rela-tions now living. He is the foremost his hand across the Atlantic. He is out of office, it is true, and will never be in office again, but he has an authority in Germany and throughout Europe such as no other man possesses. It is not the less because it is only moral and intellectual, for moral and intellectual forces are those which govern the world. We are to remember, moreover, that Prince Bismarck's friendship to us is of

old date. So is Germany's or, at any rate, Prussia's. It was Prussia, under Frederick the Great, who, first of all European pow-ers, recognized the independence of the United States. It was Prince Bismarck who, when the old King William asked him whether he should accept the third Napoleon's proposal to recognize the Southern Confederacy answered, "No. Friendship with the United States is the tradition of Prussia since Frederick's time; why should we change it at the bidding of a French Emperor?" He did us at that time a great service. I am not sure whether his declaration of Friday might not be equally a benefit to us if it set us thinking, as I said, about our connections and policy in

We are disposed, or many of us are, to single out France as the continental power most friendly to us, or rather, to which we are the most friendly. Why? might pause long before we could give a sufficient answer. So far as we have a reason it is sentimental. France helped us handsomely in the revolutionary war against Great Britain. No doubt; but what nation adjusts its policy of to-day out of gratitude for the events of more than one hundred years ago? Not one. France does not. The affection between France and the United States is one-sided. It is on our side, and not on hers. The French do not like us. The French press, when it notices America, notices t, as a rule, in a tone of contempt or ndifference. The French government conducts its affairs with us on strictly business principles. Witness Mexico, witness the great pork question and other economical questions, and witness the Waller question to-day. Witness Panama and many another incident, greater or lesser, of re-cent times, and witness especially the resentment of the French at our neutrality in 1870. The fact that we are a republic and that France is a republic counts for little with her though for much with us. A republic does not mean to them what it means to us.

If we look at home, how many French fellow-citizens have we? The total im-

migration from France between 1821 and 1890 is less than 400,000. The immigration from Germany during those seventy years is more than 4,500,000. More than twelve times as many Germans as Frenchmen have southt a home in this country. There we come to the real point. That is one of the great ties between America and Germany and one of the truest and strong-est reasons why a solid friendship between the great German empire and the great American republic is of moment to both. The German-American veterans who went Germany on a visit to their old home are so many embassadors from their new home to their old. "I hope," said Prince Bismarck to these gallant Germans, "you will never forget in your new country your old native German country. I give three cheers for the United States and the Gerempire." Those cheers echo across the Atlantic. There is not a German who does not feel that the two nations, German and American, are closer for what has happened in Friedrichsruhe. The Germans in America we all know as good Americans, good citizens, men who came here not to camp on a foreign soil or to use our country as a base of hostilities against another, but to become an integral and loyal part of the American people. Our ideas are theirs. They have the same con-ception of political life and the same devotion to the flag. There is a community of interests between them and the native-born American. One of these interests is friendship with Germany, and if we want another reason it is that Germany stands prominently for peace in Europe and France prominently for war. Do we want war or peace? If, as I believe, peace, we shall strengthen the cause of peace not of course by quarreling with France, for which there is no occasion, but by a closer for the United States.

friendship with Germany and a more complete recognition of her stanch friendship The Waller case has made little progress since last week. The French government has allowed our embassador, acting rejuctantly under the strongest pressure from the State Department, to send two delegates court shall enter a rule against the party to visit Mr. Waller in person. Mr. Eustis npetent witness within ten days there- Waller in his cell. That is as far as we have got; meantime, fuller narratives of the whole case have been offered in our delay, and that he has good reason to be-lieve and does believe, that the matter set up in such answer or paragraph, or a ma-French authorities in Madagascar was abominably unjust and cruel. What, nevertheless, do we read in a Paris paper? Le Staffette suggests that Mr. Waller ought to have been shot for his glaring treachery. Treachery to whom? He owen no alle-giance or faith to the French. This paper is the organ for important sections of French Republicans, and it advises that the protest of the American government in behalf of an American citizen be dismissed as an idle complaint. So much for French friendship where French interests or passions or vanity are concerned.

A Generalization.

Washington Star. "I'm very lonely," said the vivacious girl.
"My brother is collecting postage stamps, and my sister is so busy collecting magazine posters that I see scarcely anything of her. What have you been doing?" "I?" said Cholly, somewhat sternly. "I have been collecting my thoughts."
"Dear me! What silly fads people do have nowadays!" Unreasonable.

Buffalo Courier. With lovely Woman climbing the shrouds of our men-of-war and jumping from the Brooklyn bridge, how can she continue to assert that she is deprived of any of her

The Defalcation at Terre Haute. Forty thousand dollars is reported as the sum stolen from the Adams Express Com-pany at Terre Haute. The defaulter was a man well known, highly respected and trusted by every one-the last man who would be expected by those who knew him most intimately to go wrong. Yet—well, the whole story is told, at least that part which goes to show that "you can't always some-times tell," and that the only safe way is to make assurance doubly sure and take a

The defaulter was bonded in a Fidelity company for \$3,000. That sum will be immediately paid, but the chances are that the Adams Express Company will not be out the balance. The Fidelity Company has its detectives after the defaulter, and the pros pects are that it will get the man, the \$3,000 it has paid, and the balance of the \$40,000 to turn over to the express company, and if the space we have contracted for with this paper is not used by that time we will tell you all about it. In the meantime, bond your employes. It is the only safe way. It sometimes looks a little hard to ask an old employe for a fidelity bond, but let him read this, and if he is a reasonable man he will admit the justice of the em-ployer seeking protection. It is no reflection upon a man, nor is it an indication of a lack of confidence. It is a simple following out of the old business maxim, "take no unnecessary risks." When fidelity insurance can be obtained at such a low cost, the business man who is without it is certainly taking an unnecessary risk. Drop us a card, and we will send our man around to explain it to you. FIDELITY AND DEPOSIT COMPANY OF MARYLAND, George W. Pangborn, general agent, 94 East Market street, Indianapolis, Ind.

A BABY CONTRADICTS THE DOCTORS. All Are Happy, Glad, and Well.

[SPECIAL TO OUR LADY READERS.] The theories of physicians in regard to female complaints suffer a "Waterloo" very frequently, when sensible and thinking women take matters into their



Women are sometimes compelled to act for themselves, because of the suffering forced upon them by incompetent doctors, who are battled by very simple complaints, because they are not the right sex to comprehend them.

Lydia E. Pinkham, when she gave to the world her Vegetable Compound, lifted women from the darkness into light. She placed within their reach a guaranty, not only of health, but of delicacy and self-respect.

The following letter is a little story where a "dear little boy" was the "Waterloo."

"I have taken three bottles of your Vegetable Compound, one package of Sanative Wash, one box of Liver Pills; and now I have a dear little babe four weeks old. nd I am well. have to thank you for this. "I have spent

\$200.00 for doctors' bills without cure. For my cure I only spent "I was once a victim of female troubles in their worst

form. I have suf-

fereduntold agonies every month; had to stay in bed, and have poultices applied, and then could not stand the

"My physician told me if I became pregnant I would die. I had bladder trouble, itching, backache, catarrh of the stomach, hysteria, and heart trouble fainting spells and leucorrhœa. Can you wonder that I sing the praises of a medicine that has cured me of all these ills?" MRS. GEO. C. KIRCHNER, 351 Snedike Ave., Brooklyn, N.Y.

THE INDIANA SALOON LAW. Favorable Impression It Makes on People of Other States.

Springfield Republican. Indiana has put in force a liquor law so inique in its main features and which romises to be so effective against the saloons, as to merit general attention. The law is based on the principle of local option, but applies it in an exceptional way. The State decrees the legality of liquor selling under general and severe restrictions, but the County Commissioners are reulred to refuse licenses for the selling of liquors in any town or ward of a city where a majority of the qualified voters petition the commissioners against licensing. The law went into effect some time ago and the County Commissioners' courts met throughout the State last week for the first time since the act became of force. These courts found petitions enough before them to close up more than half the saloons in the State! Every town in some of the counties presented petitions signed by a majority of the voters aginst saloons. A meeting of the liquor dealers held last week received reports that three out of four saloons in the towns and small cities were being re-fused licenses under this local option fea-ture of the new law. The temperance peo-ple are jubilant over the situation, while the iquor men admit that unless the court overthrow the law they will have hard sledding. Cases have been prepared to test the constitutionality of the law at every point.

The Indiana law differs from the usual application of the local option principle in having the option exercised by petition instead of by ballot, and in making the wards of edities a political unit for this purpose. It

the ballot, where the liquor element is so often able to show unusual strength. It is easier to get the names of a majority of the voters upon a no-license peitition, apparently, than to marshal a majority at the polls at a stated time and after considerable agitation, when the saloon crowd has been p pared to resort to various measures to de-feat the no-license element. The further The Rocking Chair. Kansas City Journal. A French physician prescribes rocking

chairs for the people with weak stomachs. The oscillation, he says, has a good ef-

fect on the gastro-intestinal peristalsis-

provided, of course, the unfortunate per-

cities a political unit for this purpose. It

is believed that the petition can be made more effective against the saloonists than

son happens to have Latin of that sort concealed about his person. Will Pingree Please Hurry?

Chicago Times-Herald As it will soon be necessary to lay plans for the next national campaign it is essential that all the great men be classified as soon as possible. It will be seen, therefore, that nothing definite can be done until Mayor Pingree is heard from.

Nearly everyone needs a good tonic at this season. Hood's Sarsaparilla is the one true tonic and blood purifier.



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